

### **3.8 Land Use**



### 3.8.1 Studies and Coordination

This section is based on the findings of the *SR509/South Access Road EIS Discipline Report: Land Use* (CH2M HILL October 2000), *SR 509/South Access Road EIS: South Airport Link* (August 2001), and *SR 509/South Access Road EIS: I-5 Improvements Report* (CH2M HILL October 2001). Personal communications and comprehensive plans, transportation plans, zoning codes, and relevant maps for each jurisdiction were reviewed to determine existing conditions and impacts. Aerial photographs taken in March 1997, and several site visits provided the data needed for this analysis.

For the purpose of this analysis, the project area is defined as the Cities of SeaTac and Des Moines and portions of the Cities of Kent and Federal Way and King County in the immediate vicinity of the proposed alignments and along the I-5 Corridor. The following agencies were contacted to obtain information for this Revised DEIS:

- City of SeaTac Planning Department
- City of Des Moines Planning Department
- City of Kent Planning Department
- City of Federal Way Planning Department
- King County

### 3.8.2 Affected Environment

#### ***Comprehensive Plan Designations***

Comprehensive plans guide development toward a community's vision of its future. These plans allow communities to design their goals and to map a strategy to achieve those goals. To provide an overall context of planned land uses within the project area, generalized comprehensive plan designations and existing land uses are shown in Figures 3.8-1 and 3.8-2, respectively. Because the five affected jurisdictions have slight variations in their designations, they have been generalized into the following comprehensive plan designation categories:

- (RLD) Residential Low Density—Areas primarily of single-family residences
- (RHD) Residential High Density—Areas primarily of multifamily complexes, apartment complexes, and mobile home parks

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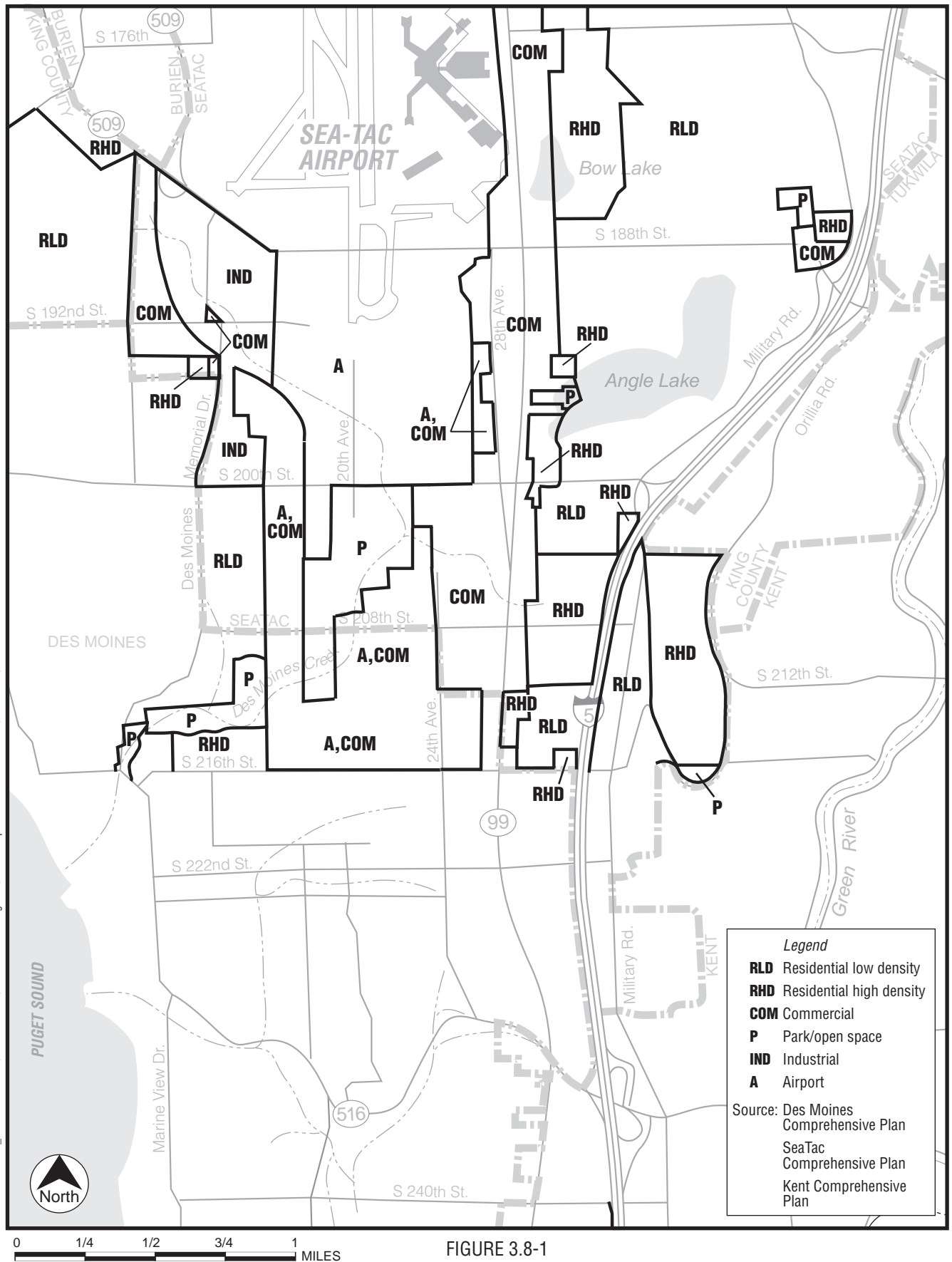


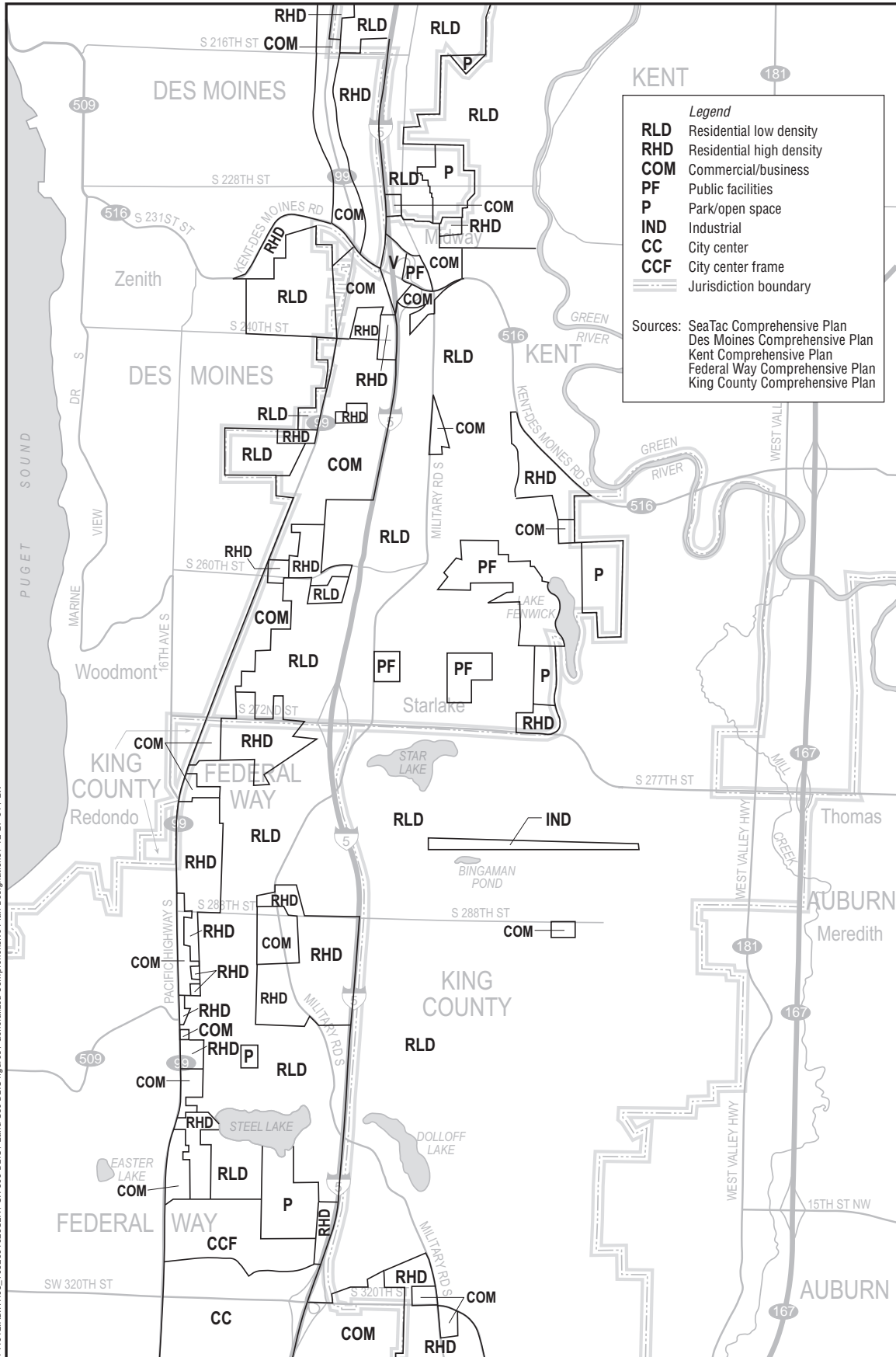
FIGURE 3.8-1

## Generalized Comprehensive Plan Designations in the Build Alternatives Area



SR 509: Corridor Completion/I-5/South Access Road  
Environmental Impact Statement

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0 1900 3800  
Scale in Feet



**FIGURE 3.8-2**  
**Generalized Comprehensive Plan Designations**  
**in the I-5 Corridor Area**



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- (COM) Commercial—Areas primarily of wholesale and retail businesses, service businesses, and offices
- (IND) Industrial—Areas primarily of manufacturing and warehousing enterprises
- (P) Park—Park properties/open space
- (A) Airport—Land owned by the Port of Seattle, comprising Sea-Tac Airport and land from the Sea-Tac Airport Noise Remedy Program’s Acquisition and Relocation Area (referred to hereafter as the Noise Remedy Program acquisition area)
- (CC) City Center—Land reserved for mixed use developments, aimed at providing a central gathering place for the community
- (CCF) City Center Frame—Land surrounding a designated city center
- (PF) Public Facilities—Land devoted to public uses, such as schools, fire stations, park and rides, etc.

Existing land uses were initially determined as they appear on the 1:400 scale aerial photographs taken in March 1997, and as they are listed in the comprehensive plans for the Cities of SeaTac, Des Moines, Kent, Federal Way, and portions of unincorporated King County. For example, parcels listed as single-family houses by the assessor’s office that appeared to be used for residences on the aerial photograph were classified as Residential Low Density. Areas that appeared to be unused and covered by unlandscaped shrubs and trees with no listed improvements were classified as Vacant. In some cases, these vacant areas might be part of parcels that are committed to residential uses by actual parcel boundaries and zoning classifications. The land uses were confirmed by site visits. Existing land uses were compiled under the same designations as those used for comprehensive plan designations, with a few additions:

- V (Vacant)—Areas that appeared to be unused and covered by unlandscaped shrubs and trees with no listed improvements
- PGU (Public/Government Use)—For the existing use analysis, land used for fire stations, police stations, schools, and government offices
- RI (Religious Institution)—Land used for religious facilities

Figures 3.8-3 and 3-8.4 show existing land uses in the project area.

## **Zoning**

Zoning often reflects existing land use patterns and comprehensive plan designations for an area. However, where existing uses are inconsistent with

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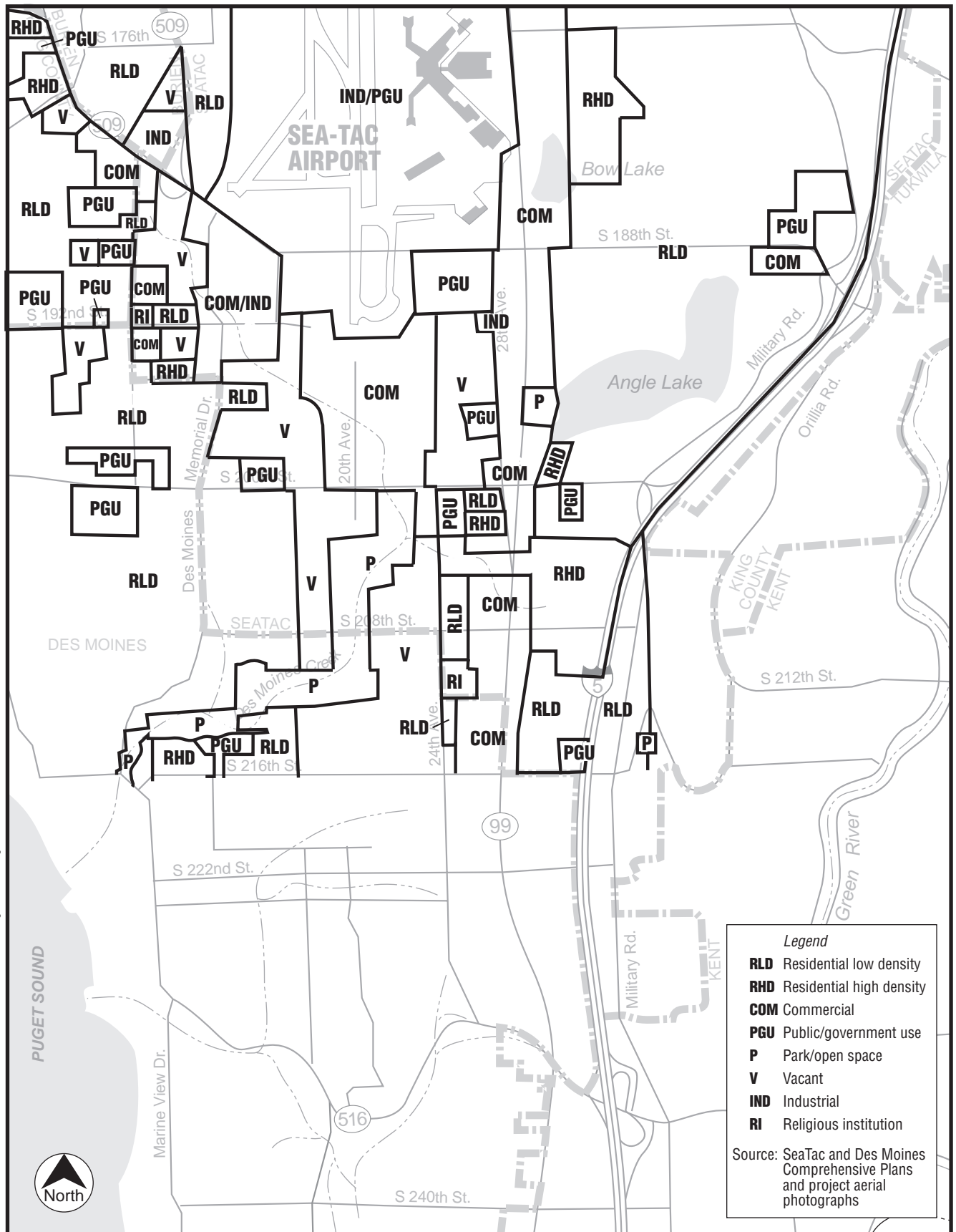
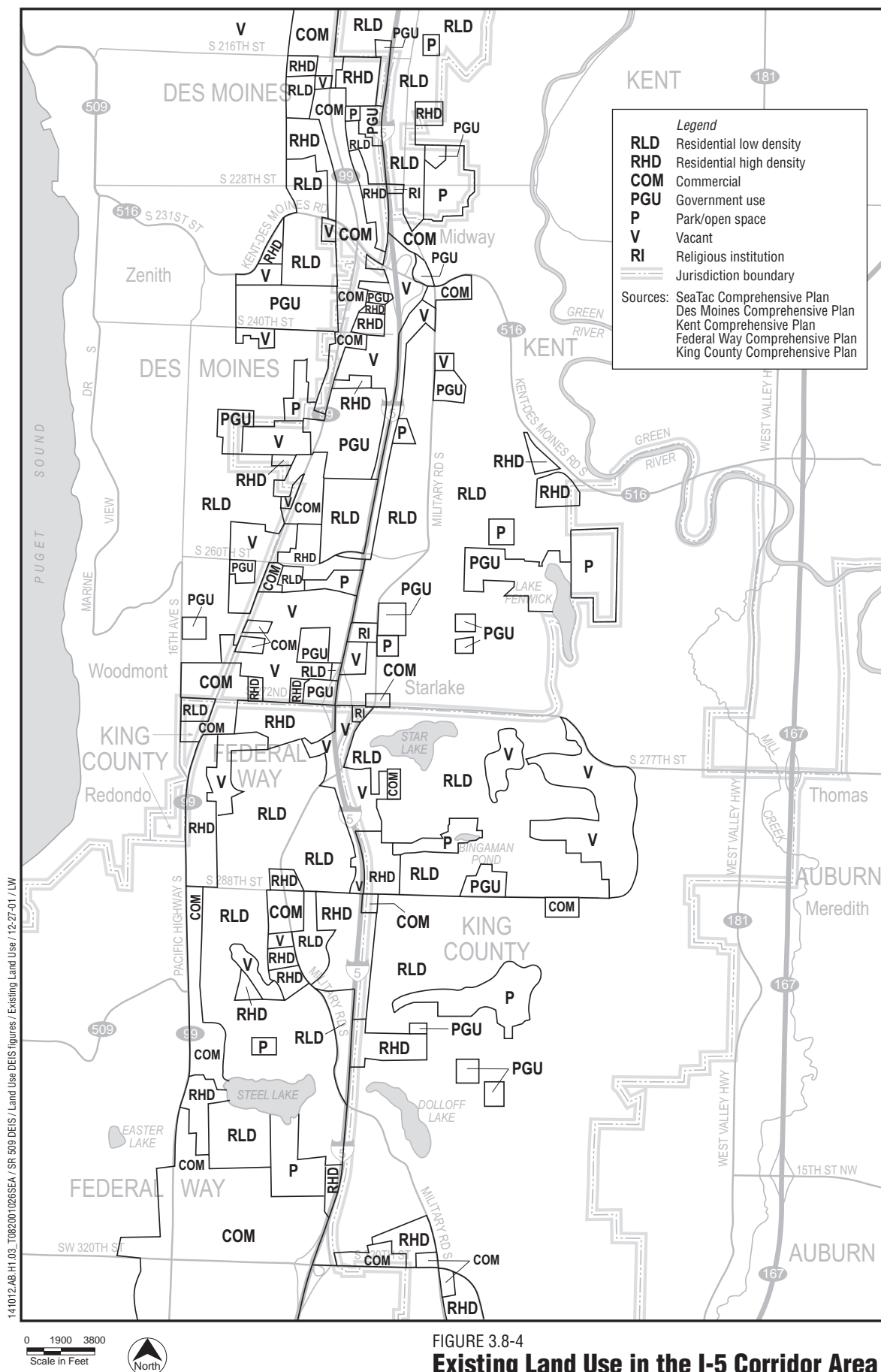


FIGURE 3.8-3  
**Existing Land Use in the  
Build Alternatives Area**



SR 509: Corridor Completion/I-5/South Access Road  
Environmental Impact Statement



**FIGURE 3.8-4**  
**Existing Land Use in the I-5 Corridor Area**

SR 509: Corridor Completion/I-5/South Access Road  
Environmental Impact Statement



the planned uses for an area indicated in the relevant comprehensive plan, zoning for the area may reflect the planned use, rather than the existing use.

Land use zones are often more geographically and use-specific than comprehensive plan designations. For example, a comprehensive plan may direct an area to be developed as Residential Low Density and the zoning code may divide that same area into several zones emphasizing different densities of single-family residences. Because of the project area's large extent, only land use zoning was considered for the assessment of impacts within the project area.

Because different jurisdictions have different notations for similar types of zones, all zoning designations were unified by use and density under one common listing. The following zones have been used for this analysis:

- R-15000—Single-family residential zone with an approximate density of 2 dwelling units per acre; minimum lot size of 15,000 square feet
- R-9600—Single-family residential zone with an approximate density of 4.5 dwelling units per acre; minimum lot size of 9,600 square feet
- R-7200—The densest single-family residential zone at approximately 6 dwelling units allowed per acre; minimum lot size of 7,200 square feet
- M-2400—A moderate-density residential zone allowing approximately 18 dwelling units per acre
- H-1800—A high-density residential zone allowing 24 dwelling units per acre
- H-900—The densest residential zone at 48 dwelling units per acre
- MHP—Areas zoned for mobile home parks
- HC—Highway Commercial zone, found mainly along SR 99
- GC—General Commercial zone, including areas zoned for business parks and offices
- ABC—Properties zoned for the Aviation Business Center in the City of SeaTac
- A—Airport zoning including Sea-Tac Airport, as well as Port of Seattle-owned property such as the Noise Remedy Program acquisition area
- IND—Industrial property
- PRK—Park lands, including Hillgrove Cemetery, which is zoned as a park

## **Growth Management Act**

The State of Washington's GMA requires that cities and counties within the state develop and adopt comprehensive plans. Mandatory elements of these plans are land use, housing, capital facilities, utilities, and transportation. The GMA also requires that when the comprehensive plans (or updates of existing plans) are adopted, the jurisdictions must also adopt and enforce ordinances reflecting the comprehensive plans. In most cases, this includes zoning provisions.

The proposed SR 509: Corridor Completion/I-5/South Access Road project is a part of Destination 2030, the regional transportation plan developed in compliance with GMA. Destination 2030 prioritizes major corridor projects in an effort to complete a regional transportation network that connects designated urban centers. Additional analysis of this project's consistency with adopted plans and policies can be found in section 3.8.3 of this document

## **Existing and Future Land Uses**

The project area includes five jurisdictions: the Cities of SeaTac, Des Moines, Kent, Federal Way, and portions of unincorporated King County. The growth and development of these jurisdictions has been substantially influenced by several factors, including Sea-Tac Airport, which dominates the area both physically and economically; regional economic trends such as the growth of aerospace and computer industries and expansion of trade with Pacific Rim nations; regional transportation systems, primarily I-5, SR 516, and SR 99; and regional and state planning and development plans and regulations.

Besides Sea-Tac Airport, which is operated by the Port of Seattle, the project area is predominantly characterized by urban/suburban residential developments. Commercial development is concentrated in the downtown areas of the affected cities and as strip development along and extending a couple of blocks east and west of SR 99. (It should be noted that Highway 99 is referred to as Pacific Highway South in the Cities of Des Moines and Federal Way, and as International Boulevard in the City of SeaTac.)

### **City of SeaTac**

Although the City of SeaTac was incorporated in 1990, its neighborhoods and commercial areas became well-established much earlier during the development booms of the 1940s and 1950s. The Port of Seattle is the largest property owner within the City, with about 2,471 acres at the airport, including land that has been acquired as part of the Noise Remedy Program (see Figure 3.2-1 in Section 3.2, *Noise*). Sea-Tac Airport is a dominant land

use presence within the City, substantially influencing the character and mix of uses found throughout the community.

Outside of the airport, the City is largely urban, composed primarily of well-established residential neighborhoods. Multifamily and mobile home park neighborhoods are generally located between the commercial areas along SR 99, just southeast of the airport.

Much of the commercial development south of the airport terminal along SR 99 in the City of SeaTac is focused on travel-related services, with the highest concentration closest to the main terminal.

The Tyee Valley Golf Course is located west of 24th Avenue South and extends from South 200th Street north to the toe of the slope that supports Runway 34R/16L. The 18-hole, public golf course is operated by a private company on land leased from the Port of Seattle. Since 1992, the lease has been renewed on a monthly basis. The golf course lease stipulates that termination depends on whether the property would be needed for airport-related development.

Des Moines Creek Park is a mostly undeveloped park that lies in the Cities of SeaTac and Des Moines. King County and the City of SeaTac are negotiating the transfer of land for that portion of land within SeaTac. The park provides an important open space link between the two cities and between other open space/recreational facilities in these jurisdictions. About 51.9 acres of the park are located in the City of SeaTac, generally south of South 200th Street and north of the abandoned South 208th Street right-of-way, and between the existing undeveloped SR 509 right-of-way and 23rd and 22nd Avenues South.

The Federal Detention Center is an approximately 275,000-square-foot facility lying along South 200th Street at 26th Avenue South, immediately south of the proposed SASA project. It consists of a single multistory structure providing roughly 500 units for short-term detention (generally 6 months or less) of pretrial and trial detainees, unsentenced inmates who are going through the sentencing process, and sentenced inmates awaiting assignment.

The FAA has designated that several areas around Sea-Tac Airport be protected and kept clear of obstructions to ensure the safety of arriving and departing aircraft, as well as people and property in the vicinity of the airport. These areas include the Runway Safety Area (RSA) immediately adjacent to the runway; the OFA, extending 1,000 feet off the end of the runway at a width of 800 feet; the XOFA, continuing another 1,500 feet past the OFA; and the Controlled Activity Area (CAA), which provides an additional 100 feet to 475 feet on both sides of the OFA and XOFA (the CAA becomes wider the farther away from the end of the runway). Collectively, these areas

are known as the RPZ. All areas within the RPZ have standards that define whether or not a road can exist in a given zone and under what conditions.

A variety of residential uses and mostly airport-related warehouses located off Des Moines Memorial Drive are found west of the proposed rights-of-way for the build alternatives. The remaining portion of the proposed rights-of-way in the City of SeaTac is located in the Noise Remedy Program acquisition area.

### ***Future Development***

Future development in the City of SeaTac will be guided by the *City of SeaTac Comprehensive Plan* (SeaTac 1994, with 1999 updates) and the city's zoning code. The SeaTac Comprehensive Plan undergoes a yearly amendment process; the City Council acted on proposed 1999 amendments in December 1999. Subsequently, the city's zoning code was revised to reflect the new plan. In addition, the Port of Seattle adopted an update to the Sea-Tac Airport Master Plan by Resolution 3212 (as amended) on August 1, 1996.

Specific projects that have been proposed and formally reviewed and that were considered in this analysis are outlined below. These projects would likely have indirect land use effects on areas far beyond the project area; however, because they would be largely located in the City of SeaTac, they are addressed here.

***Sea-Tac Master Plan Update and Third Runway.*** The Port of Seattle's latest update to its Sea-Tac Airport Master Plan addresses the airport in a comprehensive fashion, including airfield, terminal, parking, surface transportation, support facilities, and potential fill sites for the Third Runway, and recommends facility developments. The plan anticipates facilities that would accommodate the 38 million annual passengers expected to pass through Sea-Tac Airport in approximately 2010. Although the Final EIS was completed in 1996 (Port of Seattle and FAA 1996), a Supplemental EIS was prepared in 1997 (Port of Seattle and FAA 1997) to more accurately reflect aviation demand forecasts. A Record of Decision was issued in 1997 (FAA 1997).

Current surface transportation demand forecasts and other proposed actions in the area, including the proposed project, were considered in preparing the Sea-Tac Airport Master Plan Update. As a member of the Steering Committee for the proposed project, the Port of Seattle has provided input into the development of the proposed alternatives.

***South Aviation Support Area.*** The SASA has been proposed to relocate existing line maintenance facilities, locate new maintenance expansion facilities (primarily hangars), and accommodate major base maintenance

facilities and air cargo uses in response to existing or future market demands associated with Sea-Tac Airport. The SASA would include large facilities located on approximately 100 acres south of South 192nd Street and north of South 200th Street. A taxiway bridge crossing over the proposed South Access Road and Des Moines Creek would provide direct access for airplanes between the SASA hangars and the aircraft operating area. The EIS prepared for SASA project assumed the existence of the SR 509 extension and the South Access Road (Port of Seattle and FAA 1992). The completion of these roadway projects is considered to be important to the development, operational efficiency, and success of the SASA project.

**28th/24th Avenues South Arterial Project.** The cities of SeaTac and Des Moines, the Port of Seattle, King County, Equitable Capital Group, and Alaska Airlines are modifying the alignment of 28th/24th Avenue South to accommodate local access traffic generated by anticipated development within the cities of SeaTac and Des Moines. The design has generally anticipated the potential development of the Aviation Business Center. Construction of the project from South 188th Street to South 202nd Street began in April 2000 and is substantially complete.

**West SeaTac Sub-Area Plan.** The City of SeaTac and the Port of Seattle intend to engage in a planning process to address land use alternatives in the West SeaTac Sub-Area (generally located west of Sea-Tac Airport). Some local residents believe residential uses adjacent to the airport are not appropriate, especially considering the Port of Seattle's proposed third runway.

### **City of Des Moines**

The City of Des Moines has well-established patterns of land use. Most land within the City is developed as single-family residential and multifamily areas. Retail commercial development is located in the downtown/ marina area substantially west of the project area and along SR 99 (Pacific Highway South). Localized commercial development is also located along arterial streets, such as the Kent-Des Moines Road (SR 516).

### **Future Land Uses**

Future development in the City of Des Moines is guided by the 1995 *Greater Des Moines Comprehensive Plan* (Des Moines Comprehensive Plan), which is supported by the City's zoning code and map.

The Des Moines Comprehensive Plan recognizes that the City has undergone rapid growth and development during the last 10 years, and that such development has been substantially influenced by activities outside the City. Past development has resulted in substantial changes to, and in many cases deterioration of, the character of the City's neighborhoods and business

districts. The Des Moines Comprehensive Plan policies and implementation strategies are intended to correct land use inconsistencies and maintain community values.

Because of the severe noise impacts experienced from aircraft, the relatively large amount of undeveloped and underdeveloped land, and the close proximity to future large commercial centers to the north in the City of SeaTac, the City will encourage business park development in the north, south, and east subareas of the North Central planning neighborhood. The area is expected to develop with offices, wholesale trade, light manufacturing, research, and other related uses, while discouraging warehouses.

Specific projects that are being considered within the City of Des Moines include the following.

***Pacific Ridge Neighborhood Improvement Plan.*** The City of Des Moines has developed a subarea plan for a portion of the North Midway neighborhood called Pacific Ridge. The plan focuses upon the area roughly bounded by South 212th Street to the north, Kent-Des Moines Road (SR 518) to the south, I-5 to the east, and the west line of the properties on the west side of SR 99 (Pacific Highway South). Des Moines is largely built out, making it difficult for the city to achieve population and employment growth targets. The transformation of Pacific Ridge will include replacement of lower-scale existing buildings with a denser combination of buildings (up to 120 feet tall) and open spaces designed for both pedestrians and motorists. The ability of the neighborhood to redevelop is based on its excellent transportation access, good views, nearby employment opportunities, established infrastructure, and stable soils. Goals, policies, and strategies for implementing the plan have been incorporated into the Des Moines Comprehensive Plan.

***28th/24th Avenue South Arterial Project.*** This project is described in the section on the City of SeaTac above.

### **City of Kent**

The project area includes a portion of the City of Kent, often referred to as the Midway area, which is generally southeast of the City of Des Moines and north of the Woodmont neighborhood. West of I-5, Kent is characterized by commercial development along SR 99 (Pacific Highway South), and neighborhoods that are composed of a combination of single-family residential areas, several mobile home parks, and residential high-density apartment complexes. The Midway Crossing Shopping Center, located in the southwestern quadrant of the SR 516/SR 99 (Pacific Highway South) interchange, is the primary neighborhood shopping center for the area. The northeast section of the SR 516/I-5 interchange features a park and ride, and a

short section of commercial development to the north on Military Road South.

### ***Future Land Uses***

Future development in the City of Kent will be guided by the *City of Kent Comprehensive Plan* (Kent 1995). The plan seeks to establish a framework of goals and policies that will implement the community's vision and enhance quality of life.

In May 2000, the City of Kent updated its *Comprehensive Plan Land Use Map* (Kent 2000), and is currently in the process of updating the 1995 Kent Comprehensive Plan.

The Kent Comprehensive Plan and land use map designates the area around the I-5/SR 516 interchange as commercial, with some single-family residential designations farther to the southeast. A mixture of vacant, developed, and land with redevelopment potential surrounds the southern portion of the interchange.

Future development potential exists near the South 272nd Street/I-5 intersection. This area is not within the Kent city limits, but is designated as potential annexation area. Most of the area between SR 99 (Pacific Highway South) and I-5 is vacant (from South 260th to South 272nd Street). The Kent Comprehensive Plan and land use map designates this area to be primarily commercial along SR 99 (Pacific Highway South), but the remaining area is single-family residential. The map also shows the area as accommodating community facilities in the future.

### **City of Federal Way**

Improvements to I-5 would take place between South 272nd Street and South 310th Street within the City of Federal Way. Primary land uses bordering the project area to the west of I-5 include single-family high density and multifamily housing between South 272nd Street and South 316th Street. The Federal Way city center core, with primarily commercial land uses, borders the remaining 4 blocks of the project area, including the South 310th Street/I-5 intersection.

### ***Future Land Uses***

Future development within the City of Federal Way will be guided by the *City of Federal Way Comprehensive Plan* (Federal Way 2000). The comprehensive plan, recently revised in 2000, included revisions to the City's comprehensive plan designations and zoning maps.

Future land use concepts recognized within the comprehensive plan that are applicable to the proposed project include:

- Promotion of new residential opportunities near transit centers
- Promotion of redevelopment of “strip commercial” areas along major arterials into attractive, mixed-use corridors served by automobiles and transit.
- Transformation of the retail core into an intensely developed city center that is the focus of civic activity and provides a sustainable balance of jobs and housing.

The transportation section of the Federal Way Comprehensive Plan mentions the plans for the I-5 improvements within the Federal Way planning area. Many of the City’s goals outlined within the transportation section place high priority on the development of HOV lanes, and suggest applying for funding for HOV improvements and park and rides within the City (Federal Way 2000).

### **King County**

Part of the project area would border areas of unincorporated King County, primarily to the east of I-5 and south of South 253rd Street. Commercial development is concentrated near SR 99 (Pacific Highway South), including a neighborhood shopping center at the intersection of South 260th Street. Multifamily residential complexes are generally located adjacent to the commercial areas. There are also sizeable vacant, open-space areas associated with riparian areas, and a large Class 1 wetland complex north of the King County Star Lake park-and-ride facility and the King County Star Lake gravel pit. East of I-5 near Star Lake, land use is generally single-family residential areas and vacant properties along Military Road South and commercial development near the intersections of Military Road South, and major crossroads.

### ***Future Land Uses***

Future guidance for the area is generally covered in the *King County Comprehensive Plan* (King County 2000), but also is substantially influenced by the surrounding cities. Land west of SR 99 (Pacific Highway South) was annexed by the City of Des Moines; the Cities of Federal Way and Kent also have annexation interests. Property owners within the applicable boundaries would have the final vote in determining any jurisdictional changes due to annexation. According to the 2000 King County land use map, areas bordering the east side of the I-5 project area, between South 272nd Street and South 310th Street are considered Urban Residential, with a density of 12 dwelling units per acre.



### 3.8.3 Environmental Impacts

This Revised DEIS considers the potential direct impacts of the proposed project on the quality of land uses in the project area. The most direct changes in land use would be property acquisitions necessary to construct SR 509, and the South Access Road, and to make the necessary improvements to I-5 between South 216th Street and South 310th Street.

#### ***Alternative A (No Action)***

Under the No Action Alternative, the entire 96 acres of the existing SR 509 right-of-way would remain in its current use, in addition to the existing right-of-way along the I-5 corridor. Numerous options would be available to WSDOT for future use of the property, including, but not limited to, maintaining the right-of-way for other possible transportation-related projects or disposing of the property if no transportation-related use is found.

Under this alternative, the proposed project would not occur and local and regional traffic congestion patterns would continue to worsen. In turn, accessibility to the airport and businesses in the project area, as well as regional mobility, would be hindered. The livability of residential neighborhoods served by and adjacent to major arterials and highways would indirectly worsen from increased noise, air pollution, and commuting times.

#### ***Impacts Common to All Build Alternatives***

Under all build alternatives, additional right-of-way would be required to accommodate new roadway surfaces, shoulder areas, structures, and cut-and-fill slopes.

All build alternatives would also use portions of the existing SR 509 right-of-way extending south of its current northern terminus and portions of the existing I-5 right-of-way extending between South 216th Street and South 310th Street. Construction of the proposed project would result in direct impacts by converting current vacant areas that provide a sense of open space to roadway use. Each build alternative would require rights-of-way through the Port of Seattle's large parking lots just east of the south end of Sea-Tac Airport's Runway 34R/16L. The South Access Road in this area would be a depressed roadway, with a tunnel providing access to the SASA.

All build alternatives would introduce a major roadway into areas characterized by residential, commercial, and park uses. A decrease in distance between land uses and new roadways would increase the exposure of businesses and residences to noise levels and highway glare, thereby indirectly reducing the livability of these areas. Conversely, overall local and regional access and mobility would be directly improved, thereby enhancing the livability of the affected communities.

Improved access between the planned urban center in the City of SeaTac and the new roadway would directly improve the intra- and interregional transport of goods, people, and services that would encourage these planned developments. Improvements to the I-5 corridor would accommodate the expected increase in volume stemming from the proposed project. Acquisition acreage totals provided below under each alternative include the rights-of-way needed for the I-5 improvements and the South Airport Link.

## **Alternative B**

Residential areas that would experience direct impacts from increased noise levels and highway glare would include the 8th Avenue South/Des Moines Memorial Drive area; the Homestead Park area; and the Madrona, North Hill, Grandview, and Pacific Ridge neighborhoods. Although I-5 currently runs between Mansion Hill and Grandview, these neighborhoods would also experience additional noise from new C/D lanes stretching along I-5 to the I-5/SR 516 interchange. Such effects would indirectly affect the livability and market value of these properties.

### **Right-of-Way Acquisition**

Alternative B would require the greatest amount of new right-of-way. As shown in Table 3.8-1, this alternative would require the acquisition of an additional 174.5 acres to 179.8 acres for right-of-way purposes, not including the use of unutilized I-5 right-of-way, new rights-of-way for major arterials, or the existing SR 509 right-of-way. The range in acreage represents the difference in right-of-way acquisition, depending on which South Airport Link design option is chosen. Most of the new right-of-way requirements would be located in the City of SeaTac. New right-of-way requirements in the City of Des Moines would mainly be from Port of Seattle property, with the rest spread evenly among single-family, multifamily, and park uses. Of the total acquired land, 47.0 acres and 27.8 acres to 30.5 acres would be in residential and commercial uses, respectively. Only 1.4 acres of industrial uses, all located within the City of SeaTac, would be required.

Approximately 77 acres of new right-of-way would be on vacant or undeveloped land; this is higher than the other build alternatives because the SR 509 alignment would travel south into the Noise Remedy Program acquisition area before turning east towards I-5. Of the 29.1 acres of acquisitions needed for right-of-way in Des Moines, 23.9 acres are vacant or undeveloped because of the Noise Remedy Program acquisition area. This buyout area constitutes most of the roughly 95.8 acres of public or government use land that would be required.

Alternative B would cross Des Moines Creek Park's narrowest point. Approximately 0.5 acre of Des Moines Creek Park would be required for a bridge spanning Des Moines Creek, resulting in a visual impact on the park

Table 3.8-1 Alternative B Right-of-Way Acquisition by Existing Land Use								
	City of SeaTac		City of Des Moines		City of Kent		Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)
	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)		
<b>Existing Land Use Categories</b>								
RLD (Residence Low Density)	34.2	2.6	2.8	0.8	--	--	37.0	
RHD (Residence High Density)	7.6	--	2.4	--	--	--	10.0	
COM (Commercial)	25.9 - 28.6	4.7	0.1	--	1.8	--	27.8 - 30.5	
IND (Industrial)	1.4	0.6	--	--	--	--	1.4	
PGU (Public/Government Use)	73.8 - 76.4	45.3	23.1	23.1	--	--	96.9 - 99.5	
P (Park)	--	--	0.7	--	--	--	0.7	
RI (Religious Institution)	0.8	--	--	--	--	--	0.8	
<b>Total</b>	<b>143.6 - 148.9</b>	<b>53.1</b>	<b>29.1</b>	<b>23.9</b>	<b>1.8</b>	<b>--</b>	<b>174.5 - 179.8</b>	

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

(although not precluding park and trail usage) C/D lanes associated with Alternative B would impact the eastern portion of a property adjacent to the Puget Sound Energy (PSE) electrical substation on South 221st Street. This property was recently designated by the City of Des Moines in the Pacific Ridge Neighborhood Improvement Plan as part of Midway Park. WSDOT and the City of Des Moines have been working together to ensure that the envisioned eastward expansion of the park would not encroach into the widened I-5 right-of-way proposed as part of this project.

Alternative B would have varying impacts on the major land uses within its vicinity. Retaining walls would be used to avoid taking land from Hillgrove Cemetery. The Federal Detention Center also would not be impacted. This alternative would take some land from the northwest corner of the Alaska Airlines Gold Coast Center, but would not take any of the buildings on the site, nor would it preclude the use of any of these buildings.

The SR 509 freeway extension would run just west of Sea-Tac Airport's proposed third runway RPZ. The South Access Road would skirt the RPZ of Runway 16L/34R, but would clip the southwest and northwest corners of the SASA. However, no RPZs would be encroached upon under Alternative B.

I-5 improvements between South 216th Street and SR 516 (South Kent-Des Moines Road) would account for 14.5 acres of the 174.5 acres to 179.8 acres needed for right-of-way under Alternative B. Most of the I-5 improvement acreage requirements (61 percent) would be located in the City of SeaTac. All the land impacted by the I-5 improvements within the City of SeaTac would be single-family residential, except for one religious institution, the Puget Sound Church of God Holiness.

Acreage needed for I-5 improvements in the City of Des Moines would be acquired from the eastern edge of the Pacific Ridge neighborhood; most of this land is zoned multifamily.

The City of Kent would have the least amount of land impacted as a result of the I-5 improvements—1.8 acres. Only commercial land uses would be impacted. The Kent park-and-ride lot would not be affected by the proposed I-5 improvements.

All land acquired would be immediately adjacent to the existing I-5 right-of-way, resulting in conversion of relatively small amounts of other land uses to right-of-way. Right-of-way acquired in the Pacific Ridge area would not prevent the planned scale of development.

Depending on which South Airport Link design option is chosen, the South Airport Link would account for as little as 0.6 acre, and as much as 5.8 acres, of the total 174.5 acres to 179.8 acres required for new right-of-way purposes

under Alternative B. All of the South Airport Link right-of-way requirements would be located in the City of SeaTac.

### **Zoning**

Except for approximately 29.1 acres of property in the City of Des Moines and 1.8 acres in the City of Kent, all of the property affected by Alternative B is zoned by the City of SeaTac. Table 3.8-2 provides a summary of the area of each land use zone potentially required by Alternative B. Alternative B would use the most vacant land (not including the existing SR 509 and I-5 rights-of-way) of all the build alternatives. Approximately 95.5 acres of Airport-use zoned properties, including the Noise Remedy Program acquisition and relocation area and the SASA project area, would be required for Alternative B, constituting the greatest impact of all the affected land uses. The second greatest land use impacted under Alternative B would be single-family residential land. Approximately 35 acres of property zoned collectively as R-15000, R-9600, and R-7200 would be required for additional right-of-way under Alternative B. The South Airport Link design options would require from 0.6 acre to 5.8 acres of land zoned CB-C and AVO, depending on the design option chosen.

### ***Alternative C2 (Preliminary Preferred)***

Residential areas that would be directly impacted by increased noise levels and highway glare as a result of Alternative C2 would be the same as those in Alternative B. Such effects could indirectly affect the livability and market value of these properties.

### **Right-of-Way Acquisition**

Alternative C2 would require the least amount of new right-of-way of all the build alternatives. As shown in Table 3.8-3, Alternative C2 would require 94.5 to 99.8 additional acres for right-of-way purposes, not including existing street rights-of-way. This alternative would require considerably less land in the City of Des Moines, compared to Alternative B, because none of the Noise Remedy Program acquisition and relocation area in Des Moines would be acquired. Most of the new right-of-way (85.7 acres to 91.0 acres) would still be in the City of SeaTac. Approximately 43.4 acres of the new right-of-way would be on vacant or undeveloped land. While the land use with the greatest loss would be the same as Alternative B (Public/Government Use), Alternative C2 would only require roughly one-third of the acreage (32.9 acres to 35.5 acres compared to 95.8 acres) needed under Alternative B. Approximately 29.4 acres and 11.2 acres to 13.9 acres would be acquired under Alternative C2 for Residential Low Density and Commercial land, respectively, less than would need to be acquired under Alternatives B and C3. More Residential High Density land would be acquired under Alternative C2 (17.4 acres) than any of the other build alternatives.

Table 3.8-2 Alternative B Right-of-Way Acquisition by Zone				
	City of SeaTac Total Land To Be Acquired (acres)	City of Des Moines Total Land To Be Acquired (acres)	City of Kent Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)
<b>Low-Density Residential</b>				
R-15000	3.1	--	--	3.1
R-9600	16.3	--	--	16.3
R-7200	14.5	1.1	--	15.6
<b>High-Density Residential</b>				
M-2400	6.5	--	--	6.5
H-1800	0.4	0.6	--	0.9
H-900	0.6	3.6	--	4.2
MHP	0.1	--	--	0.1
<b>Commercial/Industrial</b>				
HC	--	--	--	--
GC	11.8	--	1.8	13.6
CB	1.5 - 4.2	--	--	1.5 - 4.2
ABC	5.4	--	--	5.4
A	72.9 - 75.5	23.1	--	96.0 - 98.6
IND	10.6	--	--	10.6
<b>Park</b>				
P	--	0.7	--	0.7
<b>Total</b>	<b>143.6 - 148.9</b>	<b>29.1</b>	<b>1.8</b>	<b>174.5 - 179.8</b>

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

Table 3.8-3 Alternative C2 Right-of-Way Acquisition by Existing Land Use							
	City of SeaTac		City of Des Moines		City of Kent		Total Land To Be Acquired (acres)
	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	
<b>Existing Land Use Categories</b>							
RLD (Residence Low Density)	26.1	2.8	3.3	0.8	--	--	29.4
RHD (Residence High Density)	14.9	4.7	2.5	--	--	--	17.4
COM (Commercial)	8.2 - 10.9	2.7	1.2	--	1.8	--	11.2 - 13.9
IND (Industrial)	--	--	--	--	--	--	--
PGU (Public/Government Use)	32.9 - 35.5	32.4	--	--	--	--	32.9 - 35.5
P (Park)	2.9	--	--	--	--	--	2.9
RI (Religious Institution)	0.6	--	--	--	--	--	0.6
<b>Total</b>	<b>85.6 - 90.9</b>	<b>42.6</b>	<b>7.0</b>	<b>0.8</b>	<b>1.8</b>	<b>--</b>	<b>94.4 - 99.7</b>

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

Approximately 2.9 acres of Des Moines Creek Park would be needed under this alternative. The existing trailhead parking area would be immediately adjacent to the SR 509 alignment (a small portion would actually be situated under the roadway structure). The rest of the park, however, would remain unaffected and contiguous. Midway Park would be affected in the same manner as Alternative B.

Under the C2 Alternative, SR 509 would cross the southern one-third of the Runway 16L/34R XOFA. The FAA has indicated that a road located in the southern one-third of the XOFA would not be required to have a tunnel or cut-and-cover design. The South Access Road would remain to the east of all RPZs. Construction within the XOFA would need to accommodate aircraft landing lights. Alternative C2 would completely avoid Hillgrove Cemetery, Alaska Airlines Gold Coast Center, and the Federal Detention Center.

Right-of-way acquisitions for improvements to the I-5 corridor between South 216th Street and South 310th Street and the South Airport Link design options would be the same as those described under Alternative B.

### **Zoning**

Table 3.8-4 provides a summary of the area of each land use zone potentially required by Alternative C2. Land zoned Airport would constitute the greatest amount of right-of-way acquisitions (32.3 acres to 34.9 acres) under Alternative C2. Alternative C2 would require the most acreage zoned for mobile home parks (10.1 acres) of all the High Density Residential zoned land required for new right-of-way (22.2 acres). Alternative C2 is the only build alternative that would not impact any land zoned Industrial.

## **Alternative C3**

Residential areas that would be impacted by increased noise levels and highway glare in Alternative C3 would be the same as those in Alternatives B and C2. Such effects could indirectly affect the livability and market value of these properties.

### **Right-of-Way Acquisition**

As shown in Table 3.8-5, Alternative C3 would require 137.5 acres to 142.8 acres for right-of-way purposes, not including existing street rights-of-way. This alternative would require approximately the same amount of land in the cities of Des Moines and Kent compared to Alternative C2; most of the acreage (128.2 acres to 133.5 acres) would be in the City of SeaTac. Approximately 28.7 acres of the new right-of-way would be on vacant or undeveloped land, lower than Alternatives B and C2. The land use with the greatest loss would be Public/Government Use (65.7 acres to 68.3 acres). Although very little Residential High Density land would be acquired,



Table 3.8-4 Alternative C2 Right-of-Way Acquisition by Zone				
	City of SeaTac	City of Des Moines	City of Kent	Total Land To Be Acquired (acres)
	Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	
<b>Low-Density Residential</b>				
R-15000	3.1	--	--	3.1
R-9600	8.6	--	--	8.6
R-7200	9.4	1.6	--	11
<b>High-Density Residential</b>				
M-2400	4.4	--	--	4.4
H-1800	2.7	0.7	--	3.4
H-900	1.0	3.6	--	4.6
MHP	10.1	--	--	10.1
<b>Commercial/Industrial</b>				
HC	--	--	--	--
GC	5.4	1.1	1.8	8.3
CB	2.3 - 5.0	--	--	2.30 - 5.0
ABC	3.1	--	--	3.1
A	32.3 - 34.9	--	--	32.3 - 34.9
IND	0.3	--	--	0.3
<b>Park</b>				
P	2.9	--	--	2.9
<b>Total</b>	<b>85.6 - 90.9</b>	<b>7.0</b>	<b>1.8</b>	<b>94.4 - 99.7</b>

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

Table 3.8-5 Alternative C3 Right-of-Way Acquisition by Existing Land Use						
	City of SeaTac		City of Des Moines		City of Kent	
	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Vacant Land To Be Acquired (acres)
<b>Existing Land Use Categories</b>						
RLD (Residence Low Density)	30.4	1.4	5.6	0.8	--	--
RHD (Residence High Density)	1.8	0.3	1.8	--	--	--
COM (Commercial)	22.6 - 25.3	10.8	0.1	--	1.8	--
IND (Industrial)	0.1	0.1	--	--	--	--
PGU (Public/Government Use)	65.7 - 68.3	15.2	--	--	--	--
P (Park)	6.6	--	--	--	--	--
RI (Religious Institution)	1.0	--	--	--	--	--
<b>Total</b>	<b>128.2 - 133.5</b>	<b>27.8</b>	<b>7.5</b>	<b>0.8</b>	<b>1.8</b>	<b>--</b>
						<b>137.5 - 142.8</b>

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

substantial amounts of Residential Low Density and Commercial land would be acquired (36 acres and 24.5 acres to 27.2 acres, respectively).

Approximately 3.9 acres of Des Moines Creek Park would be needed under Alternative C3. Like Alternative C2, the SR 509 roadway structure would cover a portion of the existing trailhead parking area. The rest of the park would remain unaffected and contiguous. Midway Park would be affected in the same manner as Alternative B.

Under Alternative C3, SR 509 would cross the southern one-third of the Runway 16L/34R XOFA and would not be required to be in a cut-and-cover configuration, as indicated by the FAA. The South Access Road would remain to the east of all RPZs. Similar to Alternative C2, construction within the XOFA would need to accommodate aircraft landing lights. Alternative C3 would have no direct impacts on the Hillgrove Cemetery or the Federal Detention Center. This alternative would displace the Alaska Airlines Gold Coast Center.

Right-of-way acquisitions for improvements to the I-5 corridor between South 216th Street and South 310th Street and the South Airport Link design options would be the same as those described under Alternative B.

### **Zoning**

Table 3.8-6 provides a summary of the area of each land use zone that would potentially be affected by Alternative C3. Except for approximately 7.5 acres of property within the City of Des Moines, and 1.8 acres in the City of Kent, all of the Alternative C3 property acquisitions would be zoned according to the City of SeaTac. Alternative C3 would impact more City of SeaTac General Commercial zones than Alternatives B or C2, but substantially less high-density residential land. Similar to Alternative B, the greatest impacts would be to land zoned Airport (65.1 acres to 67.7 acres). The second greatest impact by type of zoned land would be General Commercial (20.6 acres). Approximately 19.3 acres of property zoned R-7200 (Single-Family Residential) would be required for right-of-way under Alternative C3.

### ***Relationship to Plans and Policies***

This section identifies the relationship of the proposed project to relevant existing land use plans, policies, implementation strategies, and development regulations. The proposed project's consistency with policies that apply to recreational facilities is discussed in Section 3.10, *Social*, of this Revised DEIS.

Table 3.8-6 Alternative C3 Right-of-Way Acquisition by Zone				
	City of SeaTac	City of Des Moines	City of Kent	Total Land To Be Acquired (acres)
	Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	Total Land To Be Acquired (acres)	
<b>Low-Density Residential</b>				
R-15000	3.1	--	--	3.1
R-9600	8.7	--	--	8.7
R-7200	15.4	3.9	--	19.3
<b>High-Density Residential</b>				
M-2400	--	--	--	--
H-1800	1.6	--	--	1.6
H-900	--	3.6	--	3.6
MHP	0.2	--	--	0.2
<b>Commercial/Industrial</b>				
HC	--	--	--	--
GC	18.8	--	1.8	20.6
CB	0.1 - 2.8	--	--	0.1 - 2.8
ABC	8.2	--	--	8.2
A	65.1 - 67.7	--	--	65.1 - 67.7
IND	0.4	--	--	0.4
<b>Park</b>				
P	6.6	--	--	6.6
<b>Total</b>	<b>128.2 - 133.5</b>	<b>7.5</b>	<b>1.8</b>	<b>137.5 - 142.8</b>

Note: Ranges reflect differences in right-of-way acquisitions among the South Airport Link design options.

## **Regional Plans**

### ***Destination 2030 Metropolitan Transportation Plan***

On May 24, 2001, Central Puget Sound leaders unanimously adopted Destination 2030 at a meeting of the PSRC's General Assembly in Seattle. Destination 2030 is the MTP for the central Puget Sound region and the transportation element of Vision 2020 (PSRC 2001). Destination 2030 does not replace Vision 2020 or the 1995 MTP; it provides added detail and clarification aimed at making implementation of the MTP easier. It also identifies future transportation improvements and examines how they will influence the performance of the region's transportation

systems, in addition to discussing how to preserve and manage the existing systems to make them more efficient (PSRC 2001).

Destination 2030 identifies various short term investment strategies in projects and programs (to occur prior to 2010), which will increase travel alternatives, complete regional systems, address transportation choke points, and fund projects that are "ready to go" (PSRC 2001). The completion of key freeway system missing links including SR 509 were some of the early actions identified within the "Ten Year Investment Program." All build alternatives would be consistent in implementing this strategy.

The proposed project is consistent with several of the priorities identified in Destination 2030. According to Destination 2030 (Chapter 5, Implementation Guidance and Actions: Completing Regional Roadway Systems), the region's priorities for roadway system development include:

- Completion of missing freeway links
- Completion of a regional arterial network
- Projects on major corridors
- Projects that connect designated urban centers

The No Action Alternative would be inconsistent with this plan by failing to support the strategies to improve regional mobility.

The proposed project is consistent with the goals and policies of the following plans:

### ***Vision 2020 and Metropolitan Transportation Plan (MTP)***

#### ***Urban Growth Policies***

*RG-1.9—Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban*

*centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented multimodal transportation system.*

#### ***Regional Transit Policies***

*RT-8.18—Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.*

*RT-8.5—Encourage public and private sector partnerships to identify freight mobility improvements which provide access to centers and regional facilities, and facilitate convenient intermodal transfers between marine, rail, highway and air freight activities.*

*RT-8.6—Promote efficient multimodal access to interregional transportation facilities such as airports, seaports, and inter-city rail stations.*

#### ***King County Countywide Planning Policies***

##### ***Framework Policies***

*FW-15—All jurisdictions in the county, in cooperation with Metro, the Metropolitan Planning Organization, and the state, shall develop a balanced transportation system and coordinated financing strategies and land use plan which implement regional mobility and reinforce the countywide vision. Vision 2020 Regional Growth Strategies shall be recognized as the framework for creating a regional system of centers linked by High Capacity Transit and an interconnected system of freeway High Occupancy Vehicle (HOV) lanes, and supported by a transit system.*

##### ***Transportation Policies***

*T-8—In order to maintain regional mobility, a balanced multimodal transportation system shall be planned that includes freeway, highway and arterial improvements by making existing roads more efficient. These improvements should help alleviate existing traffic congestion problems, enhance HOV and transit operations, and provide access to new desired growth areas, as identified in adopted land use plans. General capacity improvements promoting only Single Occupant Vehicle traffic shall be a lower priority. Transportation plans should consider the following mobility options/needs:*

- a. Arterial HOV treatments;*
- b. Driveway access management for principal arterials within the Urban Growth Area; and*

- c. *Improvements needed for access to manufacturing and industrial centers, and marine and air terminals.*

***SeaTac Comprehensive Plan (1994, with 1999 amendments)***

***Transportation***

*Policy 3.2B—Proceed with environmental, feasibility, and funding studies to develop a new expressway or limited access arterial with multimodal capability to provide a south access route between the airport and I-5 with connections serving SeaTac’s Urban Center.*

*Policy 3.2C—Continue coordination with the WSDOT and other local agencies to define and implement an extension of SR 509 to connect with I-5.*

*Policy 3.2J—Prior to construction of the South Access Roadway, development in the south portion of the Urban Center (excluding the South Aviation Support Area development) should be limited to the equivalent of 1,000,000 gross square feet unless the 28th/24th Avenue South (and associated improvements to South 200th Street) project is scheduled for completion within 6 years.*

*Policy 3.4C—Coordinate with Regional Transit Authority (RTA), Metro, WSDOT, King County, Port of Seattle, and other regional and local agencies to plan and implement for High Capacity Transit (HCT), and/or Personal Rapid Transit (PRT) systems to serve the City of SeaTac. Integrate the systems into planned transportation system improvements, such as the South Access Roadway project.*

***Greater Des Moines Comprehensive Plan (1995)***

***Conservation Element***

*Policy 4-03-04—Promote the preservation of native vegetation and mature trees; revegetation; and appropriate landscaping to improve air and water quality and fish and wildlife habitat.*

*Policy 4-03-05—Regulate significant land clearing, grading, and filling to minimize the area, time, and slope length of exposed soils and to reduce onsite erosion and offsite sediment transport. Prohibit any significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.*

*Policy 4-03-06—Regulate public and private development proposals in ways to ensure that the valuable functions of natural resources are preserved, restored, or improved.*

*Policy 4-03-07—Analyze the chain of environmental impacts from public and private development proposals in context of the whole watershed. Approve, condition, restrict, or deny development proposals based upon accurate and well-documented environmental information.*

*Policy 4-03-09—Take measures to control noise pollution and reduce noise impacts.*

*Policy 4-03-10—Regulate land uses to conserve all forms of energy.*

#### *Land Use Element*

*Policy 2-03-02—Preserve open spaces where appropriate to (1) protect environmentally sensitive areas; (2) provide visual separation between land use, neighborhood and city boundaries; and (3) moderate the environmental and visual impacts of new developments.*

*Policy 2-03-03—Limit future development to areas where adequate public facilities and services exist or can be concurrently provided.*

*Policy 2-03-04—Preserve the integrity of existing single-family neighborhoods.*

*Policy 2-03-05—Promote a land use pattern, scale, and density which supports public transportation services and encourages people to walk and bicycle, as well as provide convenient and safe automobile usage.*

*Policy 4-03-09—The city should plan for future development in the North Central neighborhood recognizing... (4) requirements of new development for transportation and other infrastructure improvements and (5) the potential for new development to enhance the economic or environmental quality of the city.*

*Implementation Strategy 2-04-20—Seek to minimize negative impacts of new development on neighborhoods by providing uniform standards at the interface of incompatible land uses which address, but are not limited to, the following: site access and circulation; structure height, bulk, and scale; preservation of views; separation of buildings; landscaping; density; and noise buffering.*

#### *Transportation Element*

*Policy 3-03-01—Design the transportation system to serve the Land Use Element of the Greater Des Moines Comprehensive Plan.*

*Policy 3-03-05—Maintain convenient access to business districts. Discourage traffic congestion that would negatively affect access to businesses.*



*Policy 3-03-07—Provide facilities to accommodate safe pedestrian and bicycle movement.*

*Policy 3-03-08—Support programs that improve transit service and promote transit use.*

*Policy 3-03-11—Minimize the adverse impacts of constructing new transportation facilities.*

*Policy 3-03-12—Ensure adequate funding for needed transportation improvements.*

*Policy 3-03-13—Minimize the impacts of noise generated from new or expanded transportation systems.*

*Policy 3-03-14—Provide opportunities for residents and business owners to participate in the design and development of Des Moines' transportation systems.*

### ***City of Kent Comprehensive Plan (Revision 1, October 1997)***

#### ***Land Use Element***

*LU-2.1—Establish transportation levels of service that will help guide development into desired areas and discourage sprawling development patterns.*

*LU-21.1—Incorporate bicycle paths in all roadway designs, ensure that sidewalks and other pedestrian amenities are provided in conjunction with private and public development, and incorporate convenient transit stations in designs for mixed use development.*

#### ***Community Design Element***

*CD-2.3—Design intersections to safely accommodate both pedestrian and vehicular traffic. Construct intersections with the minimum dimension necessary to maintain established levels of service.*

*CD-2.4—Provide attractive streetscapes with street trees and sidewalks on both sides of all streets, planting strips, attractive transit shelters, benches, and pedestrian-scale street lights in appropriate locations.*

*CD-2.7—In general, construct sidewalks on both sides of all new streets. In industrial districts, sidewalks may not be appropriate, unless significant pedestrian traffic is projected, the absence of a sidewalk poses a public safety risk, or the streets are on existing or planned transit routes.*

*CD-3.2—Except where they are necessary to reduce noise or to create private rear yards, discourage fences, walls, and other barriers that inhibit pedestrian traffic, isolate neighborhoods, or separate neighborhoods from main roads.*

*Transportation Element*

*TR-1—Locate commercial, industrial, multi-family, and other uses that generate high levels of traffic in designated activity centers around intersections of principal or minor arterials or around freeway interchanges.*

*TR-1.4—Along all principal and minor arterial corridors, consolidate access points to residential, commercial, and industrial development. Consider proposals to consolidate access points during development review, as part of road improvement projects, or as part of land use redevelopment projects.*

*TR-1.5—Ensure consistency between land use and transportation plans so that land use and adjacent transportation facilities are compatible.*

*TR-3—Provide a balanced transportation system that recognizes the need for major road improvements to accommodate many travel modes. Create a comprehensive street system that provides reasonable circulation for all users throughout the city.*

*TR-4—Eliminate disruptions that reduce the safety and reasonable functioning of the local transportation system.*

*TR-4.1—Maximize traffic flow and mobility on arterial roads, especially on regional through routes, while protecting local neighborhood roads from increased traffic volumes.*

*TR-4.6—Minimize the effects of regional traffic congestion and overflow onto the local transportation system.*

*TR-4.7—Develop strategies to reduce traffic flows in local areas experiencing extreme congestion.*

*TR-5.3—Protect neighborhoods from transportation facility improvements that are not in character with the residential areas. Encourage pedestrian and bicycle connections among residential developments to serve as an alternative to automobile use.*

*TR-5.4—Arrange streets and pedestrian parks in residential neighborhoods as an interconnecting network and connect them to other streets.*

*TR-7—Improve the nonmotorized transportation system for both internal circulation and linkages to regional travel, and promote the use of non-motorized transportation.*

*TR-8—Encourage the development and use of alternatives to single-occupancy vehicles.*

***City of Federal Way Comprehensive Plan (1995, with 2000 revisions)***

***Transportation Policies***

*TP-9—Identify and implement changes to the transportation system that reduce reliance on the single occupant vehicle. Support state, regional, and local visions and policies.*

*TP-20—Take advantage of opportunities to open new road connections to create route alternatives, especially in areas with few access choices.*

*TP-29—Reduce reliance on the single occupant auto by prioritizing and implementing supportive local-level transit, HOV, and nonmotorized improvements.*

*TP-30—Identify and plan for multimodal freeway, arterial, and collector street improvements which ensure more efficient use of existing roads and enhancement of HOV, transit, and nonmotorized operations.*

*TP-32—Structure the City’s improvement program to strategically place increments of public and private investment that complement the multi-modal vision of the plan. This should include “matching” improvements to supplement the efforts by other agencies to provide HOV and transit facilities.*

*TP-42—Arterial HOV improvements will be constructed along key corridors to improve flow and encourage use of these more efficient modes.*

***Transportation Goals***

*TG-7a.—Place high priority on development of HOV and transit priority lanes.*

### **3.8.4 Mitigation Measures**

#### ***Operational Impacts***

WSDOT would continue to coordinate with local jurisdictions and regional authorities to integrate the proposed project or No Action Alternative with other transit-related projects and to minimize unavoidable adverse effects on land uses from the combination of the projects.

All applicable federal, state, and local permits and approvals would be acquired to complete construction and to ensure that the proposed project is

consistent with local comprehensive plans, zoning ordinances, and other applicable regulations in effect at the time of review.

For Alternatives B, C2, and C3, WSDOT would coordinate with the Cities of SeaTac and Des Moines to identify alternative property that could offset impacts resulting from the required acquisition of portions of Des Moines Creek Park. Such coordination is being conducted in conjunction with a detailed Section 4(f) Evaluation.

People and businesses displaced by new right-of-way acquisition would be entitled to relocation assistance and payment programs. A discussion of these programs is provided in Section 3.9, *Relocation*. Section 3.2, *Noise*, discusses mitigation of unavoidable adverse noise impacts; Section 3.14, *Visual Quality*, discusses mitigation of visual impacts.

### **3.8.5 Construction Activity Impacts and Mitigation**

This analysis considers the temporary impacts of construction on the project area. It is assumed that these impacts would end after project construction is completed.

#### ***Alternative A (No Action)***

No construction would occur under the No Action Alternative and, thus, there would be no construction impacts to land use.

#### ***Impacts Common to All Build Alternatives***

Construction-related impacts affect the quality and character of existing land uses. These include impacts from noise, dust, and access and parking restrictions.

Noise impacts associated with the SR 509 extension would occur primarily to nearby residents along 8th Avenue South and Des Moines Memorial Drive near the SR 509 freeway extension, where the SR 509 alignment is similar for all of the build alternatives. Dust impacts on these residences and on commercial development would occur. Although the motels and restaurants located near the northern terminus of the South Access Road are insulated for airport-related noises, some additional noise and dust impacts on these businesses would likely occur. Temporary traffic congestion would occur along South 188th Street near its current interchange with SR 509, at varying locations along South 200th Street, and at different locations, along SR 99 and I-5, depending on the alternative.

All build alternatives would require substantial amounts of landform grading and filling, some of which would include jurisdictional wetlands, steep slopes, and the demolition of several buildings. These direct impacts would

require grading permits, sensitive areas ordinance variances, and demolition permits from each affected jurisdiction.

### ***Alternative B***

Noise and dust impacts associated with construction would occur at residences along 8th Avenue South near South 192nd Street, Des Moines Memorial Drive south of South 192nd Street, 15th Avenue South, south of South 200th Street, 24th Avenue South near South 208th Street, and in the City of SeaTac's Mansion Hill neighborhood. Commercial businesses on the west side of SR 99 from South 188th Street to roughly South 180th Street, businesses in the vicinity of the SR 99/South 208th Street intersection, and apartment complexes along South 208th Street and east of SR 99 would have noise and dust impacts. Homes and businesses along the west side of Military Road would also be affected, in addition to residents and businesses located along the I-5 corridor between South 216th Street and South 310th Street, especially those apartment complexes and other residences between 30th Avenue South and I-5 from South 216th Street south to SR 516. The King's Arms Motel located at the Kent Des Moines Road/I-5 intersection might experience a decline in business because of noise and construction.

Temporary traffic congestion would occur in the 24th Avenue South/South 208th Street intersection area, along SR 99 in the vicinity of its current intersection with South 208th Street, along South 200th Street at the 2400 and 1600 blocks, Des Moines Memorial Drive just south of South 192nd Street, and along South 188th Street near its current intersection with Air Cargo Road. Local access traffic would not be able to use Air Cargo Road during some portions of construction of the South Airport Link. Further temporary traffic congestion would occur along South 216th Street near its current interchange with I-5 and at the South Kent-Des Moines Road (SR 516)/I-5 intersection. Buses and automobiles entering and exiting the Kent park and ride, located just northeast of the SR 516/I-5 interchange might experience delays because of the construction. Various streets that cross I-5 or are near to the proposed project might also encounter traffic congestion because of the I-5 improvements.

### ***Alternative C2 (Preliminary Preferred)***

Temporary direct impacts, including noise and dust from the construction of the proposed project, would be similar to those described under Alternative B. However, because approximately 80 fewer acres would be acquired under Alternative C2, it is expected that the construction would not impact as many residences or businesses as Alternative B. Although temporary direct impacts associated with the construction of the proposed project would vary depending upon the alternative, temporary construction impacts stemming from the I-5 improvements and the South Airport Link would be the same as those described under Alternative B.

### **Alternative C3**

Temporary direct impacts from the construction of the proposed project would include noise, dust, and traffic congestion. Noise and dust impacts would occur at residences on South 194th Street, around Des Moines Memorial Drive and South 196th Street, around 24th Avenue South and South 208th Street, and in the City of SeaTac's Mansion Hill neighborhood adjacent to the proposed I-5/SR 509 interchange. Single-family homes and a business along the west side of Military Road would also be impacted. Construction impacts would also affect commercial business south of South 208th Street on SR 99.

Temporary direct impacts from construction of the I-5 improvements and the South Airport Link would be the same as those described under Alternatives B and C2.

### **Construction Mitigation Measures**

Various temporary traffic control measures would be implemented to minimize traffic congestion during construction.

Permits and approvals would be acquired to ensure that the proposed project is consistent with local comprehensive plans, zoning ordinances, and other applicable regulations.

*SEA/3-08 land use.doc/020220059*